

IN THE CLAIMS

Please amend the claims to read as follows:

Listing of Claims

1. (Currently Amended) A method of determining at least one cue of vertical position of an aircraft ~~(A)~~ during landing thereof on a landing strip ~~(2)~~, in the presence of a lateral alignment beam ~~(3, 3B)~~ which is emitted from the ground and which gives an indication regarding the lateral alignment with respect to the landing strip ~~(2)~~, wherein:

a) said lateral alignment beam ~~(3, 3B)~~ is detected on the aircraft ~~(A)~~;

b) on the basis of cues relating to said lateral alignment beam ~~(3, 3B)~~ thus detected and of predetermined cues, an axis of approach of the aircraft ~~(A)~~ is determined;

c) the actual position of the aircraft ~~(A)~~ is determined;

d) a preset position of the aircraft ~~(A)~~ is determined, which corresponds to the position that the aircraft ~~(A)~~ would have if it were on said approach axis; and

e) on the basis of said actual position and of said preset position of the aircraft ~~(A)~~, the vertical deviation of the aircraft ~~(A)~~, which represents said vertical position cue, is computed.

2. (Currently Amended) The method as claimed in claim 1, wherein, in step b), to determine said approach axis:

α) a set of first axes all passing through one and the same predetermined point situated on the ground at least in proximity to said landing strip ~~(2)~~ and all exhibiting one and the same predetermined slope is formed; and

β) a first axis of said set of first axes, whose projection onto a horizontal plane is parallel to the projection onto this horizontal plane of said detected lateral alignment beam ~~(3, 3B)~~ detected, is chosen as the approach axis.

3. (Currently Amended) The method as claimed in claim 1, wherein, in step c), the actual position of the aircraft ~~(A)~~ is determined on the basis of values of longitude, of latitude and of altitude of the aircraft ~~(A)~~.

4. (Currently Amended) The method as claimed in claim 3, wherein the value of altitude of the aircraft ~~(A)~~ is obtained with the aid of at least one measurement carried out by at least one barometric probe ~~(19)~~.

5. (Currently Amended) The method as claimed in claim 3, wherein the altitude value, which is measured, is corrected, as a function of the temperature on the ground.

6. (Currently Amended) The method as claimed in claim 5, wherein the measured altitude value A_m measured is corrected with the aid of the following expression, to obtain a corrected altitude value A_c :

$$A_c = (A_m - A_p) \cdot (T_1 / T_2) + A_p$$

in which:

[[-]] A_p represents the altitude of the landing strip (2);

[[-]] T_1 is the temperature on the ground; and

[[-]] T_2 is a predetermined temperature value.

7. (Original) The method as claimed in claim 5, wherein the altitude value is corrected only if the temperature on the ground is less than a predetermined temperature value.

8. (Currently Amended) The method as claimed in claim 3, wherein the altitude value, which is measured, is corrected in such a way as to obtain a corrected altitude value QNH which is referenced with respect to the level (28) of the sea (29).

9. (Currently Amended) The method as claimed in claim 8, wherein, when the measured altitude value QFE is referenced with respect to the landing strip (2), it is corrected, with the aid of the following expression, to obtain the corrected altitude value QNH:

$$QNH = QFE + A_p,$$

in which A_p represents the altitude of the landing strip (2).

10. (Currently Amended) The method as claimed in claim 8, wherein, when the measured altitude value is a standard altitude STD, it is corrected, with the aid of the following expression, to obtain the corrected altitude value QNH:

$$QNH = STD + \Delta \text{ with } \Delta = QNH_p - \beta,$$

QNH_p being a value dependent on the atmospheric pressure at the level of the landing strip (2) and β being a predetermined value.

11. (Currently Amended) A method of guiding an aircraft (A) during landing thereof on a landing strip (2), in the presence of a lateral alignment beam (3, ~~3B~~) which is emitted from the ground and which gives an indication regarding the lateral alignment with respect to the landing strip (2), wherein the following series of successive operations is carried out repetitively up to landing:

[A/] the method specified under claim 1 is implemented to determine the vertical deviation of the aircraft {A};

[B/] the lateral deviation of the aircraft {A} with respect to said detected lateral alignment beam {3, 3B} detected is determined; and

[C/] the aircraft {A} is guided in such a way as to cancel out said vertical and lateral deviations.

12. (Currently Amended) A device for determining at least one cue of vertical position of an aircraft {A} during landing thereof on a landing strip {2}, in the presence of a lateral alignment beam {3, 3B} which is emitted from the ground and which gives an indication regarding the lateral alignment with respect to the landing strip {2}, which comprises:

[[-]] a means of detection {7} for detecting section that detects said lateral alignment beam {3, 3B} on the aircraft {A};

[[-]] a database {8} comprising cues relating to landing on said landing strip {2};

[[-]] a first means {9} for determining section that determines an axis of approach of the aircraft {A}, on the basis of cues relating to said lateral alignment beam {3, 3B} that are received from said means of detection section {7}, and cues received from said database {8};

[[~~-~~]] a second means ~~(14)~~ for determining section that determines the actual position of the aircraft ~~(A)~~;

[[~~-~~]] a third means ~~(12)~~ for determining section that determines a preset position of the aircraft ~~(A)~~, which corresponds to the position that the aircraft ~~(A)~~ would have if it were on said approach axis; and

[[~~-~~]] a fourth means ~~(15)~~ for computing section that computes, on the basis of said actual position and of said preset position of the aircraft (A), the vertical deviation of the aircraft ~~(A)~~, representing said vertical position cue.

13. (Currently Amended) The device as claimed in claim 12, wherein said first and second means ~~(9, 20)~~ sections form part of one and the same computation unit ~~(UC1)~~.

14. (Currently Amended) The device as claimed in claim 12, wherein said third and fourth means ~~(12, 15)~~ sections form part of one and the same computation unit ~~(UC2)~~.

15. (Currently Amended) ~~An aircraft, which comprises a device able to implement the method specified under~~ The method of claim 1, wherein the method is implemented by a device on the aircraft.